

AD-3: Redesign Terminal Airspace and Routes

- Increase on-time departures.
- Increase airport capacity utilization effectiveness.
- Reduced excess gate times (duration and/or occurrence).
- Reduction in en route delay.
- Arrival rates percent effectiveness increase for airports where the en route transition sectors suffer high frequency congestion (e.g., ATL northeast arrivals).
- Allows controller to deliver the aircraft with reduced restrictions and vectoring.
- Workload reductions so controllers can reduce restrictions to aircraft and close up spacing to the separation standard.
- Assuming that the use of RNAV is the primary flight practice for arrivals, the percent of control transmissions per aircraft can be reduced per day by the following estimates¹:

Airport	Percent	Airport	Percent	Airport	Percent	Airport	Percent	Airport	Percent
BOS	29	ATL	32	DFW	33	LAX	27	MSP	23
EWR	38	MIA	28	STL	17	PHX	33	OAK	19
ORD	42	PHL	37	LAS	37	DEN	37	DTW	20

- The reduction in number of air/ground communications will reduce controller and pilot workload, as well as mitigating the advent of frequency congestion issues in the future. Overall effect is to maintain maximum utilization of available runway capacity.

¹ Estimates are generated based on real world experience of actual transmission reductions at several current locations. Estimates are based on current levels of equipment and estimate of current transmission per flight in the terminal area at these locations. Estimates are for airport specific populations.